

To-day's
Advertisements.HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 31st August, at 3 o'clock P.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 31st July, 1899. [990a]

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the RATE of 8 per Cent., or \$1.20 per Share, Declared at the Ordinary Half-yearly Meeting of Shareholders held this Day will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 1st August.

Shareholders are requested to apply to the OFFICE of the Company for WARRANTS.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 31st July, 1899. [983a]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY, the 7th August.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BÉRINDEAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANDREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong, 31st July, 1899. [989a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship"HAILONG,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 1st August, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARAKI & Co.,
General Managers.

Hongkong, 31st July, 1899. [985a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship"DIOMED,"
Captain Goodwin, will be despatched as above TO-MORROW, the 1st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st July, 1899. [927a]

CHINA NAVIGATION COMPANY,
LIMITED.FOR SHANGHAI.
THE Company's Steamship"HANGCHOW,"
Captain Pearce, will be despatched as above TO-MORROW, the 1st August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st July, 1899. [987a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship"CHAZEE,"
will be despatched for the above port on or about the 29th August.

S.S. "SIKI" will sail about 30th August.
S.S. "ARGYLL" At intervals
S.S. "JOHN SANDERSON" of 2 weeks.
S.S. "AFGHANISTAN"

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 31st July, 1899. [990a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship"CHINGWOW,"
having arrived from the above Ports; Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 9th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th August, will be subject to risk.

Original Goods will be landed here unless notice is given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 31st July, 1899. [986a]

To-day's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"KASHING,"
Captain Hopkins, will be despatched as above TO-MORROW, the 1st August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st July, 1899. [983a]

OCEAN STEAMSHIP COMPANY.

FOR AMOY.
THE Company's Steamship"TELEMACHUS,"
Captain Sawyers, will be despatched TO-MORROW, the 1st August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st July, 1899. [984a]

THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 6th August, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st July, 1899. [983a]

Intimation.

A. S. WATSON & Co.,
LIMITED.MANUFACTURERS OF
AERATED WATERS.AERATED WATERS of our manu-
facture are sold throughout the Far
East and are invariably preferred on
account of their excellence.

ABSOLUTE PURITY is guaran-
teed. The best materials only are
used.

THE PRICES are only half those
charged in England.

WATERS MANUFACTURED
BY US are acknowledged by the
leading English makers to be equal
to those of their own production.

Sir Edward Frankland, K.C.B.,
D.C.L., F.R.S., F.C.S., &c., the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—

"It possesses an extremely high
degree of organic purity and is
of most excellent quality for
"drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 31, 1899.

REUTER'S TELEGRAMS.

FRANCE.
LONDON, July 30th.

General Nigrier's removal from the Supreme
Council of War is the absorbing topic in France,
and the gravity of his dismissal at the present
crisis is universally recognised.

THE TRANSVAAL.
The Transvaal Executive has decided to allot
ten seats to the Uitlanders, five in each
Volksraad.

AUSTRALIAN FEDERATION.
The Referendum in Victoria, and also in
Tasmania has resulted in overwhelming major-
ities for Federation.

WEATHER REPORT.
The Observatory report says:—

On the 30th at 11.55 a.m. The barometer
has risen slightly in all areas. Pressure is high
over the China Sea with slight gradients for
S.W. to S.E. winds on the coast. FORECAST:—

Light or moderate S. winds; fine.
On the 31st at 11.40 a.m. Barometric changes
are unimportant. Pressure remains high over
the China Sea; and gradients slight for S.W. to
S.E. winds on the coast. FORECAST:—Light
or moderate S. winds; fine.

LOCAL AND GENERAL.
We hear that an action has been commenced
by Mr. Isabelo Artacho against Mr. Howard
W. Bury, claiming \$50,000 damages for libel.

The returns of the number of visitors to the
City Hall Museum for the week ended 30th
July are:—Europeans 175, Chinese 3,553,
total 3,728.

The Hon. Treasurer of the Alice Memorial
and Netherby Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—

Hongkong Telegraph, 31st July, 1899.

THE two Chinese, condemned to death at the
last Criminal Sessions in connection with the
Un Loong murders, were executed at Victoria
Gaol this morning.

THE Council of the Society of Arts have awarded
the Society's Silver Medal to Mr. Archibald
Little, F.R.G.S., for his paper on "The Yangtze
Basin and the British Sphere."

MESSRS. CHAS. WILKINSON & CO., for whom
Messrs. Watkins & Co. are Hongkong agents
have just blended no less than 180 butts of
liquor whisky, from ten of the best distilleries
in Scotland. When reduced for bottling this
will amount to no less than 150,000 bottles, a
big stock of liquor!

THE bazaar held at Albert Hall in aid of the
Charing Cross Hospital was a great financial
success, as it is believed to have realised
£15,000, which, with the £15,000 already in
hand, will go a long way towards the required
£50,000. The South African Stall took £700
on one day and the flower stall took £800.
Work on the hospital will be proceeded with
in the autumn.

ON the Un Loong murder case being resumed
this morning at the Supreme Court Mr. Slade
said that, owing to the continued indisposition
of Mr. Francis, Q.C., he appeared for the first
and second defendants.

His Lordship expressed his sympathy for Mr.
Francis and said that the ends of justice would
be met by Mr. Slade continuing the case.

The evidence for the prosecution was con-
tinued and was much the same as that given
at the Police Court.

A COOLIE while walking along one of the
upper roads last Saturday, was set upon by two
Chinamen, one armed with a formidable
wooden Chinese pipe, and had \$18 stolen from
him. He was fortunate enough to be able to
capture one of the assailants, but not the
one that had the money, and although he
had his ankle hurt in the encounter was
able to take his man along until he met a
constable, to whom he handed him over. The
coolie is now in an inmate of the Hospital and
so was not able to appear at the Police Court
this morning; the further hearing was therefore
adjourned until Thursday next.

THIS morning, at the Magistracy, Mr. Gedge,
charged a Chinaman named Wong Tse Shi,
that he with fraudulent intent and contrary to
the provisions of ordinance 22 of 1890 did aid
and abet three persons as stowaways, found on
board the steamship Changsha with intent to
obtain a passage therein without the consent
of the owners or sailing master of the ship.

Mr. Gedge said that the Changsha would ar-
rive in Hongkong on Sunday, and asked his
Worship to remand the prisoner until next
Monday. Mr. Gompertz said he objected to
hear remanded cases on Mondays but would
put the case for Saturday and remand again till
Tuesday. Mr. Gedge said that that would suit
and asked that if bail was applied for the full
amount, \$500, might be demanded, as he could
show that the charge was of a very serious na-
ture. His worship said that the full amount
would be asked.

A HOUSE-COOLIE in the employ of Mr. Marty,
manufacturer, residing at No 31 Praya East,
was this morning, at the Magistracy, charged
with stealing eight table spoons, eight forks
and three tea spoons, all being of silver. The
boy was absent from his duties at 4 p.m. on
Saturday and at 4.30 Mr. and Mrs. Marty dis-
covered that the articles were missing, having
been taken from the wardrobe, kept in the din-
ing room. The boy did not return, so informa-
tion was given to the police, and the defendant's
quarters searched. Nothing incriminating was
found, however.

The police sergeant asked the magistrate
if he would remand the case until next
Thursday, to enable the police to make further
enquiries.

It appears that the boy is a notorious bad
character and comes from Macao. We wonder
how long it will be before our legislators will
tackle this subject of houseboys, as at present
the European householder is entirely at the
mercy of his Chinese house servants and has
no means of finding out their past careers.

WATER POLO.
To-morrow afternoon the Royal Artillery (25
E. D.) will play the Royal Welch Fusiliers
(B team) A team race will then take place be-
tween a V. R. C. and R. W. F. team, six men
a side. The following will represent the V. R.
C. team:—F. Lammert, J. Miller, F. Jorge, A.
E. Alves, I. G. Smith and A. A. Alves.

THE SECRETARY OF STATE ON
THE HINTERLAND
DISTURBANCE.

The following despatch from the Secretary
of State respecting the recent disturbances in
connection with the taking over of the New
Territory is published in the Gazette:—

Downing Street, 23rd June, 1899.

Sir,—I have the honour to acknowledge the
receipt of your despatch No. 107 of the 23rd
April and its enclosures in which you have
given me some further details of the recent
disturbances in connection with the taking over
of the New Territory.

2.—I have read your despatch and enclosure
with interest, and am confirmed in the favour-
able opinion which I expressed in my despatch
No. 96 of 26th ultimo as to your own action
and the manner in which you have been sup-
ported both by civilian officials and by Her
Majesty's Naval and Military forces. Without
wishing to undervalue in any way the services
rendered by others, it is evident to me that
much has been due to the energy of Mr. Lock-
hart, and to his local knowledge.

3.—I have not failed to bring to the notice of
the Secretary of State for War and the Lords
Commissioners of the Admiralty the manner in
which you have spoken of the services rendered
by the Naval and Military forces.

4.—I have at the same time to acknowledge
the receipt of your Despatch No. 105 of the
27th April enclosing a copy of a letter address-
ed to you by the Secretary of the Hongkong
Chinese Relief Committee, dated 26th April, in
which the Committee expressed their desire to
be allowed to contribute to the relief of the
suffering population of the New Territory.

5.—I have to inform you that the Hon. Sec-
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missioners of the Admiralty have agreed to
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THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LD.

The ordinary half-yearly meeting of the
shareholders in the above Company was held
at their offices at noon to-day. The following
gentlemen being present:—The Hon. E. R. Bel-
lions, C.M.G. (Chairman), Messrs. N. A. Siebs,
E. Gortz, and F. A. Gomes, (Directors), Thos.
Arnold, (Secretary), E. George, J. R. Michael,
R. M. Melius, A. S. Criez, Capt. W. E. Clarke,
Wong Ping, Leung, E. J. Judah E. J. Moses,
and Thos. Vale.

The Secretary read the notice convening the
meeting.

The Chairman said:—Gentlemen, the report
and accounts, having been issued to share-
holders a week ago, with your permission,
be taken as read. Our earnings, I am pleased
to say, have been rather above the average,
and enable us, after providing for the usual
dividend, to carry forward some \$54,000 to meet
the exceptional expenditure for new boilers for
the *Powan*, and as an instalment of the amount
to be written off the book value of our fleet at
the end of the year. There is not much for me
to remark upon in connection with the running

and finish in 150 with his nominator, 4 points for but no holes; 6, 4 and 2 points for 1st, 2nd and 3rd. Winners—

Miss Vernon (nominates) 1
Mr. Curickshank's pony 1
Miss Griffin (nominates) 2
Capt. Rickman's pony 2
Miss Jackson (nominates) 3
Mr. Walwyn's pony 3

EVENT FOUR was a hurdle race. There were 16 entries, and resulted in a most exciting race between Mr. Johnstone and L. Walwyn, many of the spectators declaring it a dead-heat, the former winning by a nose, about four inches.

Mr. Johnson's Wizard 1
Mr. Walwyn's Queensberry 2
Mr. Walwyn's Lindislee 3

THE ELEPHANT SCREEN RACE; was another novelty. On a huge screen the figures of an elephant had been painted; the horse which got through first and past the pole was winner. The elephant was a beautiful looking creature, enough to frighten any horse—and when the poles came up to it in a bunch they hesitated about facing it. Mr. Johnson, by making his horse rear up, broke through first and won.

Mr. Johnson 1
Mr. Cox 2
Mr. Potts 3

A CRACKER RACE; Ladies' nomination, was the last event. The conditions were—Gentlemen to ride to a table, dismount and get a cracker, take it back in his nominator, who will bring it on a pole and light it. First cracker burnt out, wins. Cracker, p. 1 and 2 to have the cracker but had some difficulty in getting them to light. Winners—

Miss Jackson (nominates Major Dobell's pony) 1
Miss Morris (nominates Mrs. Simmonds's pony) 2
Miss Powell (nominates Mr. Geiger's pony) 3

After the races, the prizes were distributed by Mrs. Morris, and consisted of silver bowls and cases presented by the officers of the regiment. The prize for the elephant screen race was a miniature silver elephant with R. W. F. engraved on its forehead. Three hearty cheers and a tiger were called for by Mr. Curickshank and heartily accorded. The afternoon's amusement terminated by the band playing "Go! save the Queen."

ATTEMPTED HIGHWAY ROBBERY FROM A LADY.

We hear that the cowardly Chinese sneak-thief has been at work again at his sneaking trade, though this time he was not successful. On Saturday last, while a lady was passing the Cathedral on her way to catch the 12.15 train, a Chinaman made a grab at her watch, but as it was firmly attached to her waistband by a stout safety-pin the attempt failed. Fortunately there was no policeman in sight and the thief made good his escape. We understand that the police are on the track of these very undesirable characters and have arrested two men who were found to be carrying about papers of cyanide pepper. If only one or two of the thieves could be caught and publicly birched, the punishment would perhaps serve as a warning to others. We would warn all ladies to wear no jewellery when in the street, for it is evidently not safe for any lady to go abroad alone; a very pretty state of affairs for a British Colony.

A MILITARY MURDER.

The query of a "A Victim" in our issue of Saturday last appears to have been taken up, as the following effusions show.

THE SAPPER'S GRIEVANCE.

I'm one of that most useful corps Where every man's a tradesman, I build a house, or I like a stream, Or mend a busted bread can.

I work all day, the liveliest week, At work that's hard and dirty, And when I lose my Sunday out No wonder I get a sorry.

We've got a lot of blowing to do, They call them fustlers, Who do a little bit of ill And then adieu for biers.

They haven't got hard work to do, They're kept out of the sun; So why can't they mount Sunday gurd When my week's work is done?

We have to do a bit of ill, To that we've no objection, But when they stop our Sunday rest, We feel like insurrection.

Now darling D. A. A. G. (a) Priv list to this my grovel, And let the infantry mount guard, For we do work that's foul.

They've nothing in the world to do, But walk about and swagger, The whole week long, and that's what makes The fusilier a bragger.

Please do not let them have the chance, Of saying we must serve them, But deal the Sunday main guards out, To those who most deserve them.

TUKAN TANAH.

THE FUSILIER'S REPLY.

Dear Mr. Editor, I see a Sapper is complaining. Because he has to mount a guard, whether it's the day or the night.

On Sunday, which he thinks the day on which he must have leisure, I guess if he did not mount guard he'd go in search of pleasure.

The Sapper is a tradesman, and so he can't understand. The reasons that may actuate the man who's in command.

He cannot see that mounting guard is good for him, and so He madly rushes into print to tell his tale of woe.

He says we never have to work, and if we do it's play. We only have to stroll about and drink the live long day.

But he forgets that in a war it's we who're "food for powder." Thus, when he mounts a guard for us, he ought to feel the powder.

But if for comfort he would seek, to palliate his woe, Just let him ponder on the way the "food for powder" goes.

We're picked up by an ambulance and cut and hacked about. And when they find we're too far gone they call the Sapper out.

The Sapper digs a narrow grave and into it He shoves in our number earth, and stamps it with his foot.

And when this little task is over he calls good to rest. And mutters, as his eyelids close, "I think my job's the best."

THE GOVERNMENT.

NEW PUBLIC VEHICLE REGULATIONS.

New regulations for public vehicles are published in the *Gazette*. The fare for a chair with two bearers in the city is now 10 cents for a quarter of an hour, 20 cents for half an hour, 30 cents for one hour, 50 cents for three hours, 70 cents for six hours, and \$1 for a day of twelve hours. Under the old tariff the fare was 10 cents for half an hour and 20 cents for an hour; the rates for longer engagements being the same both in the new and old tariffs. In the Hill District the fares, which were formerly 15 cents for half an hour and 30 cents for an hour, have been increased to 15 cents for a quarter of an hour and 20 cents for half an hour, the hour fare remaining unaltered. The scale for jirikis remains the same as before in the city.

THE HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

Saturday, 29th July, 1899.

Sixteen competitors took part in this competition on Saturday afternoon when Mr. Digging, receiving 8 points, registered his third win for the cup, thus winning it outright, with a total score of 96.

Names	700	800	900	Total
W. Digging	45	43	8	96
Q. M. West, R.E.	42	41	—	83
Mr. Watson	47	44	—	91
Gr. Sal. Blair	47	39	—	86
Mr. Toller	40	42	4	86
C. S. M. Wallace, R.E.	44	41	—	85
Mr. Marshall	36	49	—	85
Corpl. Leatham, R.E.	44	32	6	82
Corpl. Jones, R.E.	34	32	12	82
Mr. Skelton	36	45	—	81

* Winners of Spoons.

THE PLAGUE.

Cases reported to 29th instant 1,318

Do. do. during past 24 hours 5

Total 1,323

Deaths reported to 29th instant 1,358

Do. do. during past 24 hours 5

Total 1,363

Cases reported to 30th instant 1,333

Do. do. during past 24 hours 5

Total 1,338

Deaths reported to 30th instant 1,263

Do. do. during past 24 hours 5

Total 1,268

THE SAFEGUARDING OF HONGKONG.

[BY ALEXIS KRAUSSE.]

In drawing attention to the situation existing at Hongkong I have no desire to adopt the standpoint of the alarmist. I am, however, in possession of information which prompts me to believe that it is extremely desirable that in face of certain contingencies our position in the key to the Far East should be strengthened, and measures adopted for remodelling the very unsatisfactory condition of things which at present obtains.

It is unnecessary for me to dwell upon the importance of Hongkong to British interests. The possession is one of the most important of the outposts of British influence, and if properly used it might be converted into a stronghold from which to dominate the whole of the Far East, and serve to maintain our prestige therein. As a matter of fact, it never has been properly used, nor have the most ordinary precautions been taken to assure our tenure. For fifty-seven years we held the island by the grace of the Chinese, who at any time could have destroyed the city of Victoria from the heights of Kowloon; and now that we have acquired a portion of the peninsula which might threaten the British colony, we have neglected the most obvious safeguards necessary to our well-being. Thus, while the island of Hongkong is a British territory pure and simple, the Kowloon Peninsula is held under a lease. The boundary adopted under the recent Convention for the extension of that lease is delimited by an arbitrary line incapable of defence, and open to the aggression of the turbulent people forming the population of that portion of Kwantung. And while the natural defences of the sphere of influence thus created are insufficient, no steps have been taken either to strengthen the garrison, or to increase the means available for coping with any trouble which might arise.

There are at present many signs of impending disturbances in different parts of China, and while these are not likely to assume such proportions as to endanger our position in themselves, they are, owing to the competition existing among the Powers interested, likely at any moment to place us in such a position as to render it absolutely necessary to take swift and decisive steps for the protection of our interests—steps which I maintain, we are under existing circumstances, in no wise able to adopt.

The tendency which has of late been developed among European Powers to partition China necessitates a constant watchfulness on our part; to prevent any leasing of territory to Powers who would shut us out from their acquisitions. It is unnecessary to discuss our rights to such a course, inasmuch as they are clearly stated in more than one of the existing treaties with China. But in face of the existing obligation, our strength upon the spot is absolutely inadequate, and a great portion of our lines of acquisition, entirely lacking in means of defence. The policy of the British Government in regard to probable developments has always been to let the future take care of itself, and it is owing to this love of procrastination that we have so often found ourselves in a tight place. The display of a modicum of firmness in the autumn of 1897 would have prevented the seizure of Port Arthur by Russia and rendered her present domination in China impossible. A straight forward policy in South Africa after the disaster of Majuba Hill would have obviated the existing position in the Transvaal; and it is in the hope of preventing future disaster in the Far East that I am placing an outline of the *status quo* at Hongkong on record.

FRENCH DESIGNS.

The competition between the various Powers interested in China tends to complicate considerably the circumstances likely to affect our own interests in that country. European nations have got into the habit of sending expeditions into the interior to quell any local disturbances, with a view of establishing spheres of influence for themselves; and in default thereof, of damaging the influence of their rivals. There is little doubt but that immediately after the Sino-Japanese war, 14,000 French troops were sent to the interior to quell any local disturbances, with a view of establishing spheres of influence for themselves; and in default thereof, of damaging the influence of their rivals. There is little doubt but that immediately after the Sino-Japanese war, 14,000 French troops were sent to the interior to quell any local disturbances, with a view of establishing spheres of influence for themselves; and in default thereof, of damaging the influence of their rivals.

THE GOVERNMENT.

The Sapper digs a narrow grave and into it He shoves in our number earth, and stamps it with his foot.

And when this little task is over he calls good to rest. And mutters, as his eyelids close, "I think my job's the best."

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THE GOVERNMENT.

back land of Kowloon—say, between Kwong-chauwan and Canton—the French would seize the opportunity of enlarging their sphere of influence towards Canton, for the possession of which important city they have long shown a proclaimed desire; and it is an open secret that the T'oung Government would eagerly jump at any opportunity which offered for cutting British territory in Kowloon off from the interior. In order to prevent the success of a scheme it is desirable that the Canton should be strongly posted on the river, and above the garrison necessary for the protection of Hongkong, a force sufficient to cope with any expedition the French might dispatch for such a purpose. Great Britain's military problem has, in fact, expanded during the last eighteen months from a question of purely local defence to one of the effective protection of our diverse interests in different parts of China; and it is suggested that the recent action of the Government in authorizing the raising of a regiment of Chinese troops at Wei-hai-wai is sufficient for the end in view. I may say that Major Dowse has up to the present only enrolled two hundred men, who will remain ineffective for all practical purposes for at least another year.

THE HONGKONG GARRISON.

The present Imperial garrison at Hongkong, together with the volunteer artillery corps, numbers some 3,000 men all told, these being none too many to hold the island itself in case of an emergency, and totally inadequate to allow for the sending of bodies of men to protect the outlying portions of the mainland. It may, indeed, be said that the island is so heavily garrisoned as to invite attack, and the defences of Kowloon are utterly inadequate to the importance of the place. It must be borne in mind that troops could be brought from Saigon in a few days, and that the south shores of Hongkong, which are quite unfortified, would afford in many places an easy landing. Nor is this all; ships could lie off six miles, and with an elevation of only eleven degrees, drop shells into Kowloon and destroy the docks and barracks without offering any opportunity of reply. It would be easy to continue this catalogue of negligence on the part of the authorities, but to do so would serve no useful purpose, as I fear that nothing short of an actual crisis would lead the Government to a sense of their responsibilities. One last instance of how we are governed is provided by the despatch of her Majesty's ship *Victorious* to the China station. At the time when she was commissioned to the Far East, it was pointed out that her size would prevent her being docked at Kowloon, and the objection was met by the publication of her measurements, which proved to be within the capacity of the largest basin. When it became desirable to examine the bottom of the Kowloon Dock, the Admiralty expressed its willingness to undertake the job, but refused to accept any responsibility for the risk, owing to the fact that her bilge keels projected to such an extent as to allow only a margin of fifteen inches between them and the dock wall on either side. The authorities declined to accept the offer, and the local attention attracted by the incident prompted the Hongkong Dock Company to offer to build a larger dock than any existing in return for a Government subsidy sufficient to guarantee a reasonable return on its cost. The proposal was duly taken into consideration—and declined.

NECESSARY STEPS.

For the adequate protection of British interests at Hongkong, I claim that four steps are absolutely necessary. In the first place, the existing lease of the Kowloon Peninsula must be converted into a perpetual concession. In the second, the imaginary line drawn by the treaty must be physically conformed to from Deep Bay to Mrs. Yee's house, the distance being thirty miles in a northerly direction; the actual boundary to follow the course of the East river, which supplies a natural line of demarcation separating the thinly-populated maritime region of Kwangtung from the densely-peopled area bordering the Pearl river. In the third place, I would draw attention to the strong advisability of maintaining a special flotilla for the purpose of patrolling the Canton River and, lastly, I claim to have demonstrated the need of an increased garrison at Kowloon for the protection of our Imperial interests in that region; and as this increase would be conceded for purposes apart from mere local occurrences, I would suggest it should be paid for by the Imperial Government. For the adequate defence of our extended frontier, which would include the range of hills to the north of Sham Chun, a mountain battery with mule transport would be a proper provision, more especially as the natives of the Lung-shui district are notorious among the most turbulent of the peoples of Southern China, and are known to have taken the leading part in the recent opposition to our extension of territory. I prefer to make no special comment on the facts I have recited, believing them to be of such importance as to demand the closest attention of all who are interested in the prestige and the progress of Great Britain in the Far East.—P. M. Gaultie.

ATRINS ON KIPLING.

We take the following from "THE SAPPER," The R.E. Journal—

They talk of "Tommy Atkins," Said a soldier once to me, And Kipling writes a lot of rot About our grand Arm—ee; But Kipling don't know everything 'Bout a soldier's life. For he's never joined the Army, And he's never known a soldier's strife; He's never been to Ordly Room, And he's never heard his "bloke" A-tellin' of sich ouch lies. As'd make the devil choke; He's never done no "jankers," He don't know no "Pack Drill," He's never had no "Pack Drill," He's never done six months in "Pris." A coal fatigue, I do believe, Would kill him on the spot. If he wants to know what life is, I can recommend the "Shot." Where you're whitewashin' and scrubbin' From mornin' until night, Where everythin' you do is wrong, And nothin's ever right. To understand poor "Tommy," What Kipling claims to do, He must live the life amongst 'em, And be a soldier too.

LEO E. H. KOCH, Royal Army Medical Corps.

TO FOOTBALLERS.

A Mr. McKenzie, of Rangoon, was playing football one evening with coloured socks, and while pursuing the ball was accidentally kicked in the leg by another player. No notice was taken of the injury till the leg began to swell and give pain. Medical treatment was sought and revealed that the patient was suffering from blood poisoning, and that the leg was in a dangerous condition. He has been in the Civil Hospital at Rangoon, but is making satisfactory progress.

NEW STEAMER LINES.

In consequence of the purchase of the Caroline, Pelaw, and Marianne Islands by the German Empire, the Norddeutsche Lloyd and the Jaltit Gesellschaft at Hamburg are to create regular lines between those islands and other places in Oceania. The Lloyd is to create a line to Singapore-Herbert-Hobart-Sydney, and a second line to Hongkong-Ponape-Herbert-Hobart-Friedrich-Wilhelm-Haven-Sydney, both lines despatching steamers each six weeks to and from the islands. The Jaltit Company intend to run steamers from Jaltit 1/2 Kussai, to Ponape (eventually Marianne), Yap (eventually Pelaw), again to Jaltit. The German commercial traffic with the German Colonies in Oceania via New Guinea, Bismarck Archipelago, Marshall Islands and Carolines is at present not very large, according to the statements gathered from the Hamburg Statistical Board.

NAVAL NOTES.

At Elswick, on 27th inst., Messrs. Sir W. G. Armstrong, Whitworth, and Co. launched the first-class battleship *Hatsuse*, which they have built for the Japanese navy. The *Hatsuse* is the largest warship ever built upon the Tyne, being 400 ft. long, 75 ft. 6 in. broad, with a displacement of 15,240 tons. Her engines of 14,500 h.p. will give her a speed of 18 knots. Her armament consists of four 12 in. guns, 12 6 in. guns, 20 12-pounders, eight 3-pounders, four 4 in. guns, and five torpedo tubes. She will have a belt of armour from 4 in. to 9 in. thick, the turrets and other parts being protected by fully armoured. She is a very similar vessel to the *Shikishima*, and with the two other first-class battleships building in this country makes a very formidable quartette.

Reports last mail tell a strange story about the *Victorious*, showing one foot deeper draught than was ever actually the case. While the water was being pumped out when she was docked at Yokosuka the Japanese divers reported that the ship's keel was nowhere near the blocks, and this puzzled the constructor in charge. The pumping was stopped, and the keel was found to be 18 inches lower than the blocks. The British chief constructor for Hongkong was present, for consultation on this unexpected result, but the Japanese take sole charge when docking foreign ships, and do it, too, in a very business like way. It occurred to the Japanese to go and look at the figures indicating the ships draught, and there, sure enough, painted over the marks, which are cut in, was the additional foot marked, namely, 25, instead of 24. Of course these marks were under water before the ship was lightened, but the trouble that was taken to lighten her was enormous, even the watertight doors being removed, and it will be a case of hard sweat and blood to fix the blame for all this unexpected labour, but as the ship was docked at Chatham, it was the mistake was made.

The naval manœuvres this year are to be on an unexpectedly large scale. Fifty ships are to be specially commissioned, or to have their crews brought up to full strength, while to this number must be added the strength of the Channel Fleet, including fourteen battleships and cruisers. In other words, about sixty-four vessels, from torpedo boat destroyers of 240 tons to giants of 15,000 tons, besides two dozen torpedo-boats, will be at the disposal of the director of the scheme.

The Admiralty is about to hand over Esquimaux to the military authorities, to whom the defence of that post will for the future be entrusted. As the bulk of the garrison is to consist of artillery it may be concluded that the defence of an enemy's ships is all that is contemplated. In other words, there is no intention of creating a veritable fortress and locking up therein the large force of all arms that would be required in order to render it impregnable against deliberate efforts upon an extensive scale.

SHIPPING REPORTS.

Captain Brekke, of the steamship *Nydda*, from Chefoo, reports:—Fine weather throughout.

Captain Muhle, of the steamship *Sandakan*, from Sandakan, reports:—Fine weather throughout.

Captain Müller, of the steamship *Germania*, from Saigon, reports:—Fine weather with light southerly winds.

Captain Harris, of the steamship *Ching Wo*, from Singapore, reports speaking on the 27th instant, in Lat. 8° 2' N. Lon. 109° 4' E., a German four-masted barque showing the number 1, C. G. B. and wishing to be reported "all well."

Captain Hall, of the steamship *Thales*, from coast ports, reports:—Going up the coast had moderate S.E. and S.W. breezes, fine weather generally, with high southerly swell. Coming down moderate S.W. winds and fine, clear weather.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1895.

Barometer 29.738
Thermometer 81.6
Humidity 83.0
Rainfall 14.210

TO-DAY.

Barometer 29.85
Thermometer 85
Humidity 75
Rainfall 0.12

TO-DAY.

Monday, 31st July, 1899.
Chinese—24th of 6th moon of 25th year of Kwang-shi.

Sun. Rises 5hr. 32min.
Sets 6hr. 30min.
High water—Morning 3hr. 30min.
Afternoon 5hr. 33min.
Low water—Morning 1hr. 22min.
Afternoon 3hr. 22min.

ANNIVERSARIES.

1556—St. Ignatius Loyola died.
1865—Union Dock 10, Hongkong formed.
1872—Baron von Gumpach died at Shanghai.
1876—Execution of the Malay murderer Tolly in Victoria Gaol.
1884—Fleet of the China Merchants' S. N. Co. transferred to Russia. *Lehath* towed into Hongkong—damaged.

TO-MORROW.

Tuesday, 1st August, 1899.
Chinese—25th of 6th moon of 25th year of Kwang-shi.

Sun. Rises 5hr. 33min.
Sets 6hr. 30min.
High water—Morning 3hr. 31min.
Afternoon 5hr. 34min.
Low water—Morning 1hr. 23min.
Afternoon 3hr. 23min.

ANNIVERSARIES.

1798—Battle of the Nile.
1845—P. & O. Co. commenced a monthly service of steamers to Hongkong.
1869—Feh-tung occupied by the British forces.
1871—Mr. T. F. Wade, C.B., appointed British Minister at Peking.
1885—China Merchants' fleet re-transferred to Chinese by Russell & Co.
1892—Hongkong Sunday Cargo-Working Ordinance came into force.
1894—War declared between China and Japan.
1895—Massacre of British Missionaries, ladies, children and one gentleman (Rev. Stewart) at Kucheng, near Foochow.

AGENDA.

TO-MORROW.

Cargo ex *Prinz Heinrich* subject to rent.
5 p.m.—*Diamante* sails for Manila.

WEDNESDAY, 2nd.

Birthday of H.I.M. the Emperor of China.
Customs Offices closed.
Cargo ex *Formosa* subject to rent.

THURSDAY, 3rd.

Wharf and Godowns Coy's interim dividend payable.
Noon—*Nippon Maru* sails for San Francisco.
Cargo ex *Glengarry* subject to rent.

FRIDAY, 4th.

Noon—English mail *Cornwallis* sails.
Transfer books of the Hongkong and Shanghai Bank closed until 10th inst.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of China*) to-morrow.
Indian (*Kunming*) to-morrow.
English (*Chusan*) 4th prox.
American (*City of Rio de Janeiro*) 4th prox.
American (*Nippon Maru*) 6th prox.
American (*Coptic*) 13th prox.
Tacoma (*Olympia*) 17th prox.
American (*America Maru*) 23rd prox.

The N. P. S. S. Co.'s steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 23rd instant.

The N. P. S. S. Co.'s steamer *Olympia* arrived at Tacoma on the 15th inst. from Japan and Hongkong.

The N. P. S. S. Co.'s steamer *Victoria* has arrived at Yokohama and sailed for Tacoma on the 19th inst.

The steamer *Hongkong Maru* with mails &c. left Kobe for this port on Saturday the 29th instant at 11 p.m.

The steamer *Kanagawa Maru* (Europe line) left Singapore for this port on the 27th inst. and is expected to arrive here on the 21st prox.

The P. & O. S. N. Co.'s steamer *Chusan* left Singapore for this port on the 30th inst. at 2 p.m. with the Outward, English mails, and is due here on the 4th proximo at about 2 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Isla de Luzon " " " "
H.M.S. Hardy " " " "
Chelydra " " " "
Hailong " " " "
Agnes " " " "
D. Juan d' Austria Cosmopolitan " "
Kong Beng " " " "
Huingshan " " " "

PASSED THE CANAL.

Outward—30th June—*Trieste*, *Kronberg*, 4th July—*Pilgrim*, *Saratov*, 7th July—*Hisago*, 11th July—*Benmah*, *Kheron*, *Saxonia*, 14th July—*Canton*, *Pyrrius*

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENDAI MARU H. Petersen	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI	THURSDAY, 3rd August, at Noon.
MIKE MARU S. Kawamuro	KOBE and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.
KANAGAWA MARU J. MacKenzie	KOBE and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 8th August, at Noon.
TOSA MARU P. Gung	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, and COLOMBO	TUESDAY, 15th August, at 4 P.M.
YDZUMI MARU M. J. Cornow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU J. E. Murray	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 25th August, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

* Cargo and Passengers for VLADIVOSTOCK will be forwarded from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

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NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LECORNO AND GENOA. (DIRECT WITHOUT TRANSHIPMENT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

* DOMENICO BALDUINO Canapa 5th August.
* SINGAPORE Pizzarello 2nd September.
* These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to CARLOWITZ & CO., Agents.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.

SOLE AGENTS.

Hongkong, 9th December, 1898.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helena, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

SIEN TING

SURGEON-DENTIST, No. 11, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co.

Hongkong, 1st September, 1898.

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JUST LANDED

HASTINGS and NEPHEWS' BEST YORK-CUT HAMS.

FRESH AUSTRALIAN BACON, VERY MODERATE PRICE.

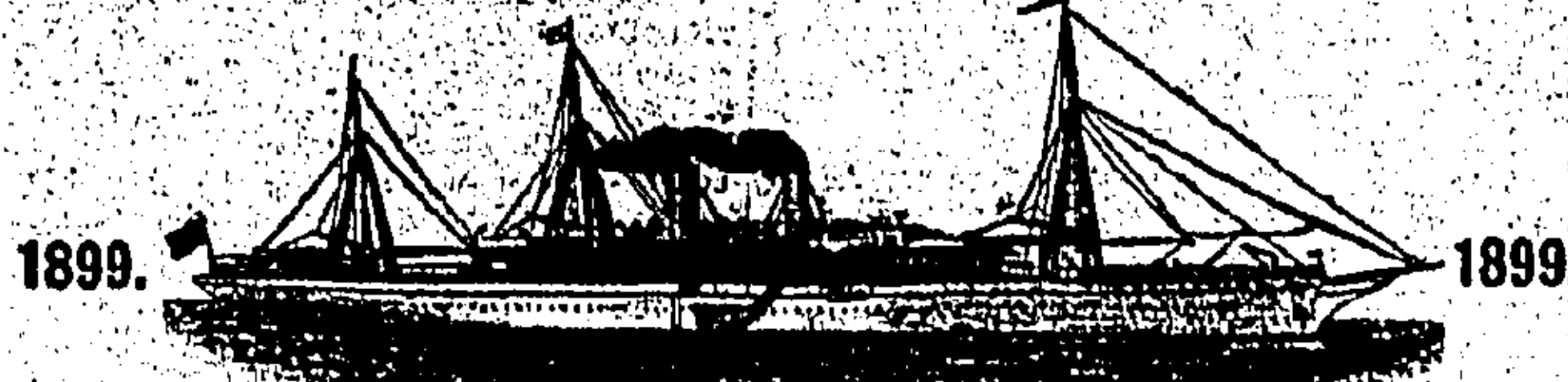
H. RUTTON, 13 & 15, D'AGUIAR STREET, Hongkong, and at 42, Bight Road, Kowloon.

Hongkong, 3rd June, 1899.

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Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug, 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug, 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 6th Aug., at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SUNDAY, the 6th August, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same, if required.

Consular Invoices to accompany Cargo, destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th July, 1899.

MITSUBUSSEN KATSUHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKYO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Ohmura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Imperial Government Printing Office, Japan.

Imperial Government Shipbuilding Works, Japan.

Imperial Government Shipbuilding Works, Japan.

Imperial Government Shipbuilding Works, Japan.

Imperial Government Shipbuilding Works, Japan.

Imperial Government Shipbuilding Works, Japan.

Imperial Government Shipbuilding Works, Japan.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 5th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 21st July, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenage... 3,750 R. D. Jones... Aug. 8.

Olympia... 2,837 J. Truebridge... Sept. 2.

Victoria... 3,502 J. Pantan... Sept. 12.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 Williamson... Aug. 19.

Columbia... 2,976 Dobson... Sept. 23.

Montmouthshire... 2,874 W. A. Evans... Oct. 7.

Lennox... 3,677 Williamson... Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON 44.

HONGKONG TO NEW YORK 44.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 28th July, 1899.

FOR NEW YORK

THE 1/2 A.T. American Ship

"CHALLENGER"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight apply to ARNOLD, BARBER & CO.

Hongkong, 28th July, 1899.

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Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND IONIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS	CALCUTTA and HAMBURG	2nd August
H. Jacobs	(LONDON with transshipment in HAMBURG)	About 6th August
*SILESA	HAVRE and HAMBURG	About 17th August
Behrens	(LONDON with transshipment in HAMBURG)	About 31st August
WITTENBERG	HAVRE and HAMBURG	About 17th August
Madsen	(LONDON with transshipment in HAMBURG)	About 31st August
ALESIA	HAVRE and HAMBURG	About 17th August
Knuth	(LONDON with transshipment in HAMBURG)	About 31st August
SAKONIA	HAVRE and HAMBURG	About 6th September
Krech	(LONDON with transshipment in HAMBURG)	September

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Oct., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same, if required.

Consular Invoices to accompany Cargo, destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th July, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and Honolulu, the United States, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carille City... 3,002... about 1st Aug. 15.

Thyra... 3,406... about 1st Sept. 15.

Belgian King... 3,379... about 1st Oct. 15.

THE Steamship

"CARLEISLE CITY"

will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same, if required.

Consular Invoices, to accompany Cargo, destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to BUTTERFIELD & SWIRE.

Hongkong, 10th July, 1899.

COPTIC

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, return (or vice versa) within one year, will be allowed a

JAPANESE MEN OF WAR

EXCHANGE.	
Hongkong, 31st July.	
IN LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 15/16
Credits, 4 months sight	3/0
Do months, 1 month sight	3/0 3/4
(demanded)	M. 2 1/2
IN PARIS, Bank Bills, on demand	2 1/8
Credits, 1 month sight	3 1/2
IN NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days sight	48 1/2
IN BOMBAY, Telegraphic Transfer	14 1/2
On demand	14 1/2
IN SHANGHAI, Telegraphic Transfer	7 1/4
Private, 30 days sight	7 3/4
IN YOKOHAMA, T.T.	1 per cent. prem.
Overseas Bank's Buying Rate	\$1.09
Gold, 100 each, per mael	\$2.00
Per Silver	37 11/16
Gold, 100 each, per mael	3 per cent. prem.

JAPANESE MEN OF WAR

and Mrs. C. C. Smith, Jr. which

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JAPANESE MEN OF WAR

